

## Message Text

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PAGE 01 STATE 154969  
ORIGIN COME-00

INFO OCT-01 EA-10 IO-13 ISO-00 EB-08 STR-07 TRSE-00  
CTME-00 /039 R

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APPROVED BY EA/J:RKILPATRICK  
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STATE/EA/EP/DSTEBBING

-----119909 171654Z /43

R 171411Z JUN 78  
FM SECSTATE WASHDC  
TO AMEMBASSY TOKYO  
INFO USMISSION GENEVA

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USMTN GENEVA

E.O. 11652: N/A

TAGS: ETRD, JA

SUBJECT: TRADE FACILITATION COMMITTEE CASE: HANG GLIDERS

REF: TOKYO 10249

1. U.S. CLASSIFYS NG GLIDERS AS AIRCRAFT. ACCORDING  
TO THE U.S. TARIFF SCHEDULE, TERM "AIRCRAFT" EMBRACES  
LTGHTER-THAN-AIR AIRCRAFT (BALOONS AND AIRSHIPS), HEAVIER-  
THAN-AIR AIRCRAFT (AIRPLANES, INCLUDING MACHINES ALSO  
CAPABLE OF USE FOR GROUND OR WATER TRANSPORTATION; GLIDERS  
AND KITES), ALL THE FOREGOING, HOWEVER PROPELLED, AND  
WHETHER DESIGNED FOR CIVILIAN OR MILITARY USE, BUT DOES  
NOT INCLUDE SPACECRAFT." HOWEVER, HANG GLIDERS FALL  
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INTO TWO DIFFERENT CATEGORIES: (A) THOSE MODELS WHICH  
PERMANENTLY TETHERED TO EARTH BY TOW ROPE ARE CLASSIFIED  
UNDER 694.30, KITES, WITH DUTY 12 1/2 PERCENT, AND (B)  
THOSE MODELS WHICH SELF LAUNCHED, AND FREE FLYING, INCLUD-  
ING MOTORIZED VERSIONS, CLASSIFIED UNDER 694.20, GLIDERS,  
WITH DUTY 4.5 PERCENT.

2. ACCORDING TO U.S. FEDERAL AVIATION ADMINISTRATION (FAA), HANG GLIDERS ARE "NON-REGULATED AIRCRAFT". ONLY APPLICABLE FAA REGULATIONS GOVERNING HANGGLIDERS ARE AN ADVISORY CIRCULAR, AC NO. 60-10 (MAY 16, 1974) WHICH TAKES

FORM OF SAFETY SUGGESTIONS. ONE IS THAT HANG GLIDERS LIMIT ALTITUDE TO 500 FEET ABOVE GENERAL TERRAIN. SECOND GUIDELINE IS NOT TO FLY WITHIN A CONTROL ZONE, AIRPORT TRAFFIC AREA, OR WITHIN FIVE MILES OF THE BOUNDARIES OF AN UNCONTROLLED AIRPORT UNLESS AUTHORIZED BY AIRPORT AUTHORITIES. FAA ALSO DOES NOT REQUIRE INSPECTION AND CERTIFICATION OF HANG GLIDER AIRCRAFT, OR LICENSING OF HANG GLIDER PILOTS. NOTE, HOWEVER, THAT U.S. HANG GLIDER ASSOCIATION (USHGA) DOES HAVE ITS OWN SYSTEM OF INSPECTION AND CERTIFICATION FOR GLIDERS, AND ALSO PROCEDURES FOR AWARDED FIVE CATEGORIES OF PILOT RATINGS. FYI ONLY: FAA NOTES THAT WHILE USHGA STRONGLY FAVORS CONTINUATION OF CURRENT SELF-REGULATION SYSTEM, RAPIDLY IMPROVING HANG GLIDER PERFORMANCE CHARACTERISTICS, AND INCREASED USE OF CONTROLLED AIRSPACE BY HANG GLIDER PILOTS, HAS MADE REGULATION OF HANG GLIDING AN ISSUE. THUS, FAA REGULATION IN FUTURE IS A DISTINCT POSSIBILITY. FOR POST BACKGROUND HAVE AIRMAILED TWO ARTICLES OUTLINING HANG GLIDER ISSUES.

3. DEFER TO U.S. MISSION GENEVA RE STATUS JAPANESE OFFERS ON TARIFFS AND RECLASSIFICATION. INFORMATION AVAILABLE LIMITED OFFICIAL USE

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USDOC WASHINGTON INDICATES JAPANESE OFFERING REDUCTION OF TARIFFS ON BALLOONS, KITES, ROTO-SHOOTS, GLIDERS ETC., WHICH PRESUMABLY INCLUDES PRESENT CLASSIFICATION OF HANG GLIDERS.

4. APPEARS U.S. PRACTICE PROVIDES LITTLE RATIONALE FOR RECLASSIFICATION FROM "AIRCRAFT" TO "SPORTING GOODS" CATEGORY. MORE RELEVANT ISSUE WOULD APPEAR TO BE APPROPRIATENESS OF APPLYING AIRCRAFT QUOTAS AND JAPAN CIVIL AVIATION BUREAU IMPOSITION OF SPECIAL LICENSING AND AIRPORT USE REQUIREMENTS. IF POST PROCEEDS WITH PLANS TO PRESENT HANG GLIDER CASE TO TFC, REQUEST TEXT OF PROPOSED CASE BE CABLED WASHINGTON PRIOR TO SUBMISSION FOR POSSIBLE WASHINGTON INPUT. NEWSOM

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## Message Attributes

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**Capture Date:** 01 jan 1994  
**Channel Indicators:** n/a  
**Current Classification:** UNCLASSIFIED  
**Concepts:** TRADE, COMMITTEES  
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**Draft Date:** 17 jun 1978  
**Decaption Date:** 01 jan 1960  
**Decaption Note:**  
**Disposition Action:** RELEASED  
**Disposition Approved on Date:**  
**Disposition Case Number:** n/a  
**Disposition Comment:** 25 YEAR REVIEW  
**Disposition Date:** 20 Mar 2014  
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**Original Classification:** LIMITED OFFICIAL USE  
**Original Handling Restrictions:** n/a  
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**Reference:** 78 TOKYO 10249  
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**Subject:** TRADE FACILITATION COMMITTEE CASE: HANG GLIDERS  
**TAGS:** ETRD, JA  
**To:** TOKYO  
**Type:** TE  
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**Review Markings:**  
Sheryl P. Walter  
Declassified/Released  
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**Markings:** Sheryl P. Walter Declassified/Released US Department of State EO Systematic Review 20 Mar 2014